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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 16 December 1953

SUBJECT Miscellaneous Railroad Information

NO. OF PAGES 2

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)

25X1

DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

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1. [redacted] the following railroad coal stocks, 25X1  
expressed in briquette units, were available on the days mentioned:

| Date in<br>October 1953 | Locomotive Coal<br>Hard Coal | Brown Coal<br>Briquettes | Shop Coal   |
|-------------------------|------------------------------|--------------------------|-------------|
| 12                      | 40,900 tons                  | 36,900 tons              | 33,200 tons |
| 14                      | 40,500 "                     | 26,500 "                 | 33,700 "    |
| 16                      | 43,000 "                     | 30,800 "                 | 33,400 "    |
| 18                      | 45,400 "                     | 34,800 "                 | 33,700 "    |

2. [redacted] hard coal stocks available in the Magdeburg 25X1  
railroad district were adequate for only four days. Hard coal deliveries arrived  
at a delayed rate. Coal stocks were scheduled to be increased to 15 days' require-  
ments soon.
3. In September 1953, large quantities of gondola cars had to be dispatched to Poland.  
On 26 September, the quota of gondola cars to be made available by the Cottbus  
regional railroad headquarters for hard coal shipments was increased from 790 to  
910 units.<sup>2</sup>
4. Major quantities of hard coal have been delivered by Poland since 1 September.  
In September, a total of 12,012 carloads of hard coal arrived from Upper Silesia  
via Horka, Forst and Guben. The quality of the imported hard coal was rather  
poor and repeatedly caused failures in the locomotives.<sup>3</sup>
5. The 15 brigade locomotives which had hitherto been parked at Klinge near Forst  
had been moved to Kerkwitz near Guben in mid-September, be-  
cause all trackage in Klinge was needed in connection with the increased coal  
traffic through Forst.<sup>4</sup>

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25 YEAR RE-REVIEW

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6. Prior to 22 October, [ ] boxcars to be converted into troop cars had been assembled in Frankfurt/Oder. 5 25X1

1. [ ] Comment. According to the daily coal consumption quota of 21,400 tons of briquette units valid for October, coal stocks available on 18 October represented approximately 3.8 days' requirements. Coal stocks available on 10 October were adequate for four days' requirements. 25X1

2. [ ] Comment. The difficulties connected with the conversion of locomotives from brown coal to hard coal have not yet been overcome. Present hard coal imports from Poland and the USSR do not even meet current requirements, so a formation of coal reserves is ruled out for the time being. 25X1

3. [ ] Comment. The coal traffic reported would amount to a daily dispatch of 400 carloads which represent approximately 6,000 tons of hard coal. Expressed in terms of brown coal briquettes, this quantity does not even represent half of the daily coal requirements for locomotives. However, information on coal traffic through East German border stations indicates that the following numbers of carloads of coal were daily imported from Poland: 25X1

|              |            |
|--------------|------------|
| via Kuestrin | 150 to 200 |
| " Guben      | 200 to 250 |
| " Horka      | 250 to 300 |
| " Forst      | 300 to 350 |

Total 900 to 1,100 carloads. 25X1

It is believed that 50 to 66 percent of this coal was earmarked for consumption by the East German railroads.

4. [ ] Comment. This information refers to the locomotives of deactivated Locomotive Column No 9, which had been parked, since May 1951, at Klinge, 10 kilometers west of Forst. [ ] Kerkwitz is 9 kilometers southwest of Guben on the Guben-Cottbus railroad line. 25X1

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